

CONFIDENTIAL

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY Iran/Afghanistan

SUBJECT Road Conditions

PLACE ACQUIRED Iran/Afghanistan
(BY SOURCE)

25X1A

DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.)

DATE DISTR. 19 Feb 53

NO. OF PAGES 3

NO. OF ENCLS.

SUPP. TO
REPORT NO.

25X1X

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-
LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS
PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE

1. The very precarious position of the Iranian economy caused by the oil dispute has resulted in the virtually complete deterioration of the road-maintenance program throughout the country. [redacted] during and after World War II, [redacted] the roads were reasonably well kept up. Rock and sand piles were maintained at frequent intervals along all the roads and labor gangs worked more or less constantly to keep potholes filled in, washouts repaired, etc. [redacted] however, although the rock and sand piles were still to be found along the roads, there were apparently no funds available to pay for the necessary workers. As a result, the condition of any given road in Iran is dependent upon two factors: weather and traffic. It is of course not advisable to try to travel by road anywhere in Iran during the spring rainy season [redacted]

Although the effect of heavy rains is bad on all roads, it is particularly so on those roads which run through river valleys or at the foot of mountains, since drainage from higher ground causes washouts and flash-floods or turns the sand into almost impassible mud. [redacted]

U.S. Officials Only

CONFIDENTIAL

SECURITY INFORMATION

25X1X
25X1X

25X1A

25X1X

25X1X
25X1X

25X1A

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

25X1A

- 2 -

25X1A. [REDACTED] asphalt-surfaced roads in Iran are the following:

- a. Tehran to the Iraq border via Qazvin, Hamadan and Kermanshah. This road is in good condition from the Iraq border to Hamadan. From Hamadan to Tehran it is poor. A new asphalt section of 20 miles was under construction in [REDACTED] near Qazvin.
- b. Hamadan to Abadan 25X1A
- c. Tehran to Qum
- d. Shiraz to a point about 15 miles north of Shiraz along the road to Tehran

In addition, the following smaller towns have asphalt main streets:

Damghan
Nishapur
Meshed
Bam
Kerman
Yezd
Isfahan
Shiraz
Shah Reza

25X1A The rest of the roads [REDACTED] were of two-vehicle width, dirt-surfaced except where they deteriorated into nothing more than tracks through the desert. [REDACTED]

25X1X

25X1A. [REDACTED] the volume and type of traffic over any given Iranian road are principal factors in its condition due to the absence of an organized maintenance program. The bad washboard condition of many of the roads is due to the relatively large volume of heavy truck traffic passing over them. Those routes used less frequently and by lighter vehicles stand up better.

4. During my first trip through Iran [REDACTED] I would describe the traffic volume [REDACTED]:

25X1X
25X1A

Main to Anarak and Nakhlak: two trucks encountered. The road is excellent having a hard bed which does not require much upkeep. Although relatively few vehicles use the road, they are very heavy, being trucks running from the mines near Nakhlak to Isfahan and Qum.

From Nakhlak to Khur: There is only one truck per week using this road. This truck starts from Isfahan, carries supplies and mail first to Jandaq and then returns along the same road to the turnoff for Farrukhi and Khur.

From Khur to Garmab: No vehicles, just camels and, surprisingly, bicycles. Farther along this same route, however, the road is more frequently used, inasmuch as there are two trucks running per week from Yezd to Nakhlak via Pusht-i-Badam.

Pusht-i-Badam to Tabas: Two busses and three trucks. Busses in Iran, particularly in the most remote sections, usually travel in pairs. This route is a main Pilgrim route.

From Tabas to Jumin: eight cars. We also noticed perhaps half a dozen trucks parked in Firdaus.

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

- 3 -

From Jumin to Birjand: About twelve trucks and four or five cars, even though it was snowing at the time we used this route. Incidentally, this is the first section we used of the road from Meshed to Zahidan which is without a doubt the best dirt-surfaced road in Iran. Exactly 999 kilometers in length, it was constructed by the British during World War II at the same time that they built the road from Tehran to Meshed. The Tehran-Meshed route, however, is in considerably worse condition due principally to the heavier traffic on it. The Meshed-Zahidan route has a stone marker every kilometer. Unlike the case with most Iranian roads, all these markers are in place. Elsewhere, they are often removed for use by the local inhabitants in making houses, etc.

Birjand to the site of the inscription at Khosf (Khosf) and return to Birjand: Only one truck all day.

Birjand to Zahidan: Four cars.

From Zahidan to Zabul: Fairly heavy automobile traffic but no trucks. We also noted a dozen busses and trucks on the Zabul side of the ferry.

From Zahidan to Kwash (Vasht): none

From Kwash to Iranshahr: Two cars (one of which was the road inspector's) and one truck.

From Zahidan to Bam: One bus.

From Bam to Kerman: Two trucks.

From Kerman to Yazd: Four to six trucks.

From Yazd to Nain: Four to six trucks.

From Nain to Isfahan: None

From Isfahan to Shiraz: Twenty assorted vehicles.

25X1A

5. During my trip to Afghanistan [REDACTED], the following traffic was encountered:

From Tehran to Meshed: We encountered the following numbers of vehicles: Five to six trucks; 14 to 15 busses; 12 tank trucks; and four to five cars plus a few parked cars in the towns. [REDACTED] the daily traffic along this route is about three times this volume.

25X1A

From Meshed to the Afghan frontier: Three trucks, one tank truck. The last gasoline supply on this road is located in Turbat-i-Jam. The road from Meshed to the frontier is no worse than the main road from Tehran to Meshed.

From Turbat-i-Jam to Herat (Afghanistan): One vehicle in Iran and two in Afghanistan. There were four trucks and two automobiles in Herat.

From Herat to Obeh: One truck.

-end-

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION



STATOTHR

Next 48 Page(s) In Document Exempt

BEST COPY
Available

Next 4 Page(s) In Document Exempt